

INFORMATION REPORT

COUNTRY East Germany/Poland
SUBJECT East German Railway Brigades

REPORT NO.

CD NO.

DATE DISTR. 1 July 1953

NO. OF PAGES 2

PLACE ACQUIRED

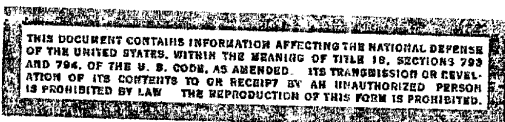
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DATE OF INFO.

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- German railway personnel assigned to take freight trains from East Germany to Brest-Litovsk are organized into columns (Kolonnen) and brigades (Brigaden). Kolonne 10 is located in Cottbus. All remaining railway crews assigned to the Brest run are attached to the main office in Frankfurt/Oder. Each column consists of 30 brigades. There are 150 brigades in the Frankfurt/Oder office, not, however, grouped into "columns." Each brigade consists of one locomotive and ten men. The break-down of the crew is as follows:

- 3 locomotive engineers (Lokfuehrer)
- 3 firemen
- 2 train commanders (Zugfuehrer)
- 2 conductors (Schaffner)

A plan was being readied in mid-April 1953 to reduce the above crew to eight men by withdrawing from each brigade one locomotive engineer and one fireman.

- During the period from 1946 to 1952 a Kolonne-11 existed in Hoyerswerder, but it has now been dissolved. Likewise, during the period from 1946 to 1947 a Kolonne-10 existed in Dresden.
- The longest trip made by these brigades was the run to Brest. Such a trip usually lasted four to six days. Each man usually makes three trips in a row, after which he is given time off in accordance with the number of Sundays he worked while on tour. The average tour lasts about 20 days.
- Freight trains loaded with goods for the USSR arrive at the Frankfurt freight station (Verschiebebahnhof) and remain there for checking for about five to six hours. The trains, on leaving Frankfurt/Oder for the USSR, normally consist of a locomotive, a sleeping car for German personnel, a sleeping car for Soviet escort, and the freight cars themselves, in that order. The Soviet escort consists of one officer and seven men. They wear various colored piping, but never green.
- There is a Soviet "commandant" at the Frankfurt/Oder station who concerns himself with freight rail shipments to the USSR. Also, there is a Soviet

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commandant at each larger Polish railway station who is concerned with these shipments.

6. Papers for the freight being carried in these trains are held by the German train commander (Zugfuehrer), who usually keeps them in the sleeping car assigned to the German crew. Freight being carried is listed in detail on these papers, except when the cargo is uranium ore. Thus the German crew always knows when the freight is uranium ore.
7. No special priority system for routing freight trains with goods for the USSR was observed.
8. Arriving at the Central Railroad Station (Zentralbahnhof) in Brest, the freight cars are unhitched from the locomotive and sleeping car, and the latter two elements move to the part of the same station where new trains are made up (die Aufstellung). The German crews are not in a position to observe whether the Soviet escorts travel farther into the USSR with the trains. There was no difference in the handling of uranium ore trains in Brest and the handling of ordinary freight trains that could be observed by the German crews.
9. The headquarters of Kolonne-10 in Cottbus is located in the Bahnbetriebswerk in the Cottbus railway station. The following are personnel of the headquarters of Kolonne 10.

Chief - Irwin Kuehne, SED, from Weimar

Deputy - Willi Bauer, SED

Trade Union Secretary (BGL) - Herkner (fnu), SED, from Goerlitz

SED Party Secretary - Oskar Roethig (Roethig is at the same time chief dispatcher - Lokfahrmaster).

There is a total of 15 persons employed in the headquarters of Kolonne 10 in Cottbus. The chief of the Kolonne is responsible to the head of the brigades in Frankfurt/Oder.

10. A fireman in these brigades receives a monthly salary of about 600 DEM.
11. Passenger trains on the run to the USSR do not have German crews, but are manned by Russians only.

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